

Initial quick test log

Model series	Arocs (964) / 964.416
MB workshop	831 - GS00105333
Vehicle identification number	W1T96441720722389
Steering variant	Right-hand drive vehicle
Main odometer reading	142940.0km
Software version	4.9.2.0
Data status	07/2025
Battery voltage	24.6V
Hardware ID	C4843CBD9627
Application ID	256
Time of quick test creation	25.08.2025 15:32:29

Daimler Truck Diagnostics system number	529887
Serial number of diagnostic unit:	42224W017431

Operating hours counter (Engine): 6901.0h

VIN READ OUT: W1T96441720722389 / VIN (Internal): W1T96441620722389

Installed add-on versions: 33863, 33864, 33865, 33869, 33870, 33872, 33874, 33875, 33876, 33879, 33885, 33886, 33888, 33890, 33896, 33898, 33900, 33904, 33906, 33909, 33913, 33914, 33917, 33919, 33922, 33924, 33925, 33928, 33929, 33934, 33935, 33938, 33939, 33941, 33943, 33944, 33946, 33947, 33948, 33950, 33951, 33952, 33953, 33956, 33957, 33959, 33961, 33962, 33967, 33969, 33971, 33973, 33974, 33977, 33979, 33983, 33986, 33987, 33990, 33993, 33998, 33999, 34000, 34006, 34009, 34012, 34020, 34022, 34024, 34025, 34030, 34032, 34033, 34034, 34037, 34043, 34046, 34049, 34052, 34054, 34055, 34057, 34058, 34061, 34063, 34066, 34067, 34068, 34071, 34073, 34075, 34076, 34081, 34084, 34086, 34087, 34089, 34091, 34093, 34097, 34100, 34103, 34105, 34110, 34111, 34115, 34117, 34120, 34122, 34123, 34125, 34126, 34128, 34130, 34133, 34134, 34135, 34136, 34139, 34141, 34142, 34145, 34146, 34150, 34152, 34154, 34157, 34159, 34160, 34161, 34167, 34169, 34171, 34172, 34176, 34178, 34180, 34183, 34184, 34186, 34190, 34193

CGW - Central gateway (A2) -✓-

Model	Part number	Supplier	Version
Hardware	001 446 19 27 001	Bosch	15/33 02
Software	001 448 19 27 003	Bosch	22/10 02
Boot software	---	---	21/41 00
Diagnosis identifier	020606	Control unit variant	App_020606
Hardware model	CGW04T	Control unit variant	highline
Diagnosis compatibility list	00 06 00	Current vehicle identification number	W1T96441720722389
Original vehicle identification number	W1T96441720722389		

ACM - Exhaust aftertreatment (A60) -✓-

Model	Part number	Supplier	Version
Hardware	001 446 01 54 001	Continental	16/51 00
Software	017 448 23 54 001	Continental	15/32 00
Data record	030 448 08 54 001	MB	23/30 01
Diagnosis identifier	000E2A	Control unit variant	acm_0x0E2A
Hardware model	ACM21T	CBF	21.0.415
Maximum temperature in component 'B72 (Exhaust temperature sensor upstream of SCR catalytic converter)'	437°C	Maximum temperature in component 'B73 (Exhaust temperature sensor downstream of SCR catalytic converter)'	424°C
Software release of control unit 'A60'	E7.56.5.0	Version of data record	R_E0756500_35XX_DY6D_CL2330S
ID code (serial number of control unit)	01AD2A96	CAL-ID	2005990500030000
CVN (calibration verification number)	92 D3 F4 1F	Certification number	OM473-5-1-A-01
Indicator lamp 'MIL (Malfunction Indication Lamp)'	OFF	Number of operating hours since fault memory last erased	174.4h
Fill level of AdBlue® tank	81.33%		

ASAM - Advanced signal acquisition and actuation module (A7)**-F-**

Model	Part number	Supplier	Version
Hardware	002 446 54 58 002	Continental	21/19 00
Software	004 448 93 58 001	Continental	22/32 00
Software	004 448 94 58 001	Continental	19/04 00
Software	004 448 95 58 001	Continental	22/32 00
Software	004 448 96 58 001	Continental	19/04 00
Software	004 448 97 58 001	Continental	22/32 00
Software	004 448 98 58 001	Continental	18/42 00
Software	004 448 99 58 001	Continental	22/32 00
Software	003 448 47 58 001	Marquardt	15/41 00
Boot software	---	---	19/07 00

Diagnosis identifier	000815	Control unit variant	App_0815
Hardware model	ASAM01T		

Fault	Text	Status												
20F7E1	The measurement value of component 'B10 (Right 2nd rear axle brake wear sensor)' is below the measuring range.	A+S												
	<table> <tr> <th>Name</th><th>First occurrence</th><th>Last occurrence</th></tr> <tr> <td>Frequency counter</td><td>---</td><td>53.00</td></tr> <tr> <td>Main odometer reading</td><td>139200.00km</td><td>142928.00km</td></tr> <tr> <td>Number of ignition cycles since the last occurrence of the fault</td><td>---</td><td>0.00</td></tr> </table>	Name	First occurrence	Last occurrence	Frequency counter	---	53.00	Main odometer reading	139200.00km	142928.00km	Number of ignition cycles since the last occurrence of the fault	---	0.00	
Name	First occurrence	Last occurrence												
Frequency counter	---	53.00												
Main odometer reading	139200.00km	142928.00km												
Number of ignition cycles since the last occurrence of the fault	---	0.00												
42F7EC	One or more switches in a switch module is missing.	A+S												
	<table> <tr> <th>Name</th><th>First occurrence</th><th>Last occurrence</th></tr> <tr> <td>Frequency counter</td><td>---</td><td>12.00</td></tr> <tr> <td>Main odometer reading</td><td>139200.00km</td><td>142928.00km</td></tr> <tr> <td>Number of ignition cycles since the last occurrence of the fault</td><td>---</td><td>0.00</td></tr> </table>	Name	First occurrence	Last occurrence	Frequency counter	---	12.00	Main odometer reading	139200.00km	142928.00km	Number of ignition cycles since the last occurrence of the fault	---	0.00	
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Frequency counter	---	12.00												
Main odometer reading	139200.00km	142928.00km												
Number of ignition cycles since the last occurrence of the fault	---	0.00												
43F7EC	One or more switches in a switch module is superfluous.	A+S												
	<table> <tr> <th>Name</th><th>First occurrence</th><th>Last occurrence</th></tr> <tr> <td>Frequency counter</td><td>---</td><td>4.00</td></tr> <tr> <td>Main odometer reading</td><td>139200.00km</td><td>Odometer value not available / Default</td></tr> <tr> <td>Number of ignition cycles since the last occurrence of the fault</td><td>---</td><td>0.00</td></tr> </table>	Name	First occurrence	Last occurrence	Frequency counter	---	4.00	Main odometer reading	139200.00km	Odometer value not available / Default	Number of ignition cycles since the last occurrence of the fault	---	0.00	
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Frequency counter	---	4.00												
Main odometer reading	139200.00km	Odometer value not available / Default												
Number of ignition cycles since the last occurrence of the fault	---	0.00												
78F3E5	Component 'E5e1 (Left low beam)' has an open circuit.	S												
	<table> <tr> <th>Name</th><th>First occurrence</th><th>Last occurrence</th></tr> <tr> <td>Frequency counter</td><td>---</td><td>126.00</td></tr> <tr> <td>Main odometer reading</td><td>139200.00km</td><td>140160.00km</td></tr> <tr> <td>Number of ignition cycles since the last occurrence of the fault</td><td>---</td><td>5.00</td></tr> </table>	Name	First occurrence	Last occurrence	Frequency counter	---	126.00	Main odometer reading	139200.00km	140160.00km	Number of ignition cycles since the last occurrence of the fault	---	5.00	
Name	First occurrence	Last occurrence												
Frequency counter	---	126.00												
Main odometer reading	139200.00km	140160.00km												
Number of ignition cycles since the last occurrence of the fault	---	5.00												
A2F3E5	Component 'E1e1 (Left side turn signal light)' has an open circuit.	A+S												
	<table> <tr> <th>Name</th><th>First occurrence</th><th>Last occurrence</th></tr> <tr> <td>Frequency counter</td><td>---</td><td>5.00</td></tr> <tr> <td>Main odometer reading</td><td>139200.00km</td><td>142288.00km</td></tr> <tr> <td>Number of ignition cycles since the last occurrence of the fault</td><td>---</td><td>0.00</td></tr> </table>	Name	First occurrence	Last occurrence	Frequency counter	---	5.00	Main odometer reading	139200.00km	142288.00km	Number of ignition cycles since the last occurrence of the fault	---	0.00	
Name	First occurrence	Last occurrence												
Frequency counter	---	5.00												
Main odometer reading	139200.00km	142288.00km												
Number of ignition cycles since the last occurrence of the fault	---	0.00												
7DF7E3	Component 'M16 (Window washer fluid pump)' has a short circuit to positive.	S												
	<table> <tr> <th>Name</th><th>First occurrence</th><th>Last occurrence</th></tr> <tr> <td>Frequency counter</td><td>---</td><td>36.00</td></tr> <tr> <td>Main odometer reading</td><td>139248.00km</td><td>142768.00km</td></tr> <tr> <td>Number of ignition cycles since the last occurrence of the fault</td><td>---</td><td>7.00</td></tr> </table>	Name	First occurrence	Last occurrence	Frequency counter	---	36.00	Main odometer reading	139248.00km	142768.00km	Number of ignition cycles since the last occurrence of the fault	---	7.00	
Name	First occurrence	Last occurrence												
Frequency counter	---	36.00												
Main odometer reading	139248.00km	142768.00km												
Number of ignition cycles since the last occurrence of the fault	---	7.00												
54F4E3	Pin X102.15.6 at component 'X102.15 (24 V trailer socket, 15-pin)' has a short circuit to positive.	S												
	<table> <tr> <th>Name</th><th>First occurrence</th><th>Last occurrence</th></tr> <tr> <td>Frequency counter</td><td>---</td><td>9.00</td></tr> <tr> <td>Main odometer reading</td><td>140816.00km</td><td>142512.00km</td></tr> <tr> <td>Number of ignition cycles since the last occurrence of the fault</td><td>---</td><td>17.00</td></tr> </table>	Name	First occurrence	Last occurrence	Frequency counter	---	9.00	Main odometer reading	140816.00km	142512.00km	Number of ignition cycles since the last occurrence of the fault	---	17.00	
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Frequency counter	---	9.00												
Main odometer reading	140816.00km	142512.00km												
Number of ignition cycles since the last occurrence of the fault	---	17.00												
55F4E3	Pin X102.15.5 at component 'X102.15 (24 V trailer socket, 15-pin)' has a short circuit to positive.	S												
	<table> <tr> <th>Name</th><th>First occurrence</th><th>Last occurrence</th></tr> <tr> <td>Frequency counter</td><td>---</td><td>9.00</td></tr> <tr> <td>Main odometer reading</td><td>140816.00km</td><td>142512.00km</td></tr> <tr> <td>Number of ignition cycles since the last occurrence of the fault</td><td>---</td><td>17.00</td></tr> </table>	Name	First occurrence	Last occurrence	Frequency counter	---	9.00	Main odometer reading	140816.00km	142512.00km	Number of ignition cycles since the last occurrence of the fault	---	17.00	
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Frequency counter	---	9.00												
Main odometer reading	140816.00km	142512.00km												
Number of ignition cycles since the last occurrence of the fault	---	17.00												
7BF7E3	Pin M15.X1.4 at component 'M15 (Wiper motor)' has a short circuit to positive.	S												
	<table> <tr> <th>Name</th><th>First occurrence</th><th>Last occurrence</th></tr> <tr> <td>Frequency counter</td><td>---</td><td>2.00</td></tr> <tr> <td>Main odometer reading</td><td>141632.00km</td><td>141888.00km</td></tr> <tr> <td>Number of ignition cycles since the last occurrence of the fault</td><td>---</td><td>45.00</td></tr> </table>	Name	First occurrence	Last occurrence	Frequency counter	---	2.00	Main odometer reading	141632.00km	141888.00km	Number of ignition cycles since the last occurrence of the fault	---	45.00	
Name	First occurrence	Last occurrence												
Frequency counter	---	2.00												
Main odometer reading	141632.00km	141888.00km												
Number of ignition cycles since the last occurrence of the fault	---	45.00												

S=STORED, A+S=CURRENT and STORED

CCM - Turbo/retarder clutch (A69)**-F-**

Model	Part number	Supplier	Version
Hardware	000 446 93 15 001	Voith	23/26 00
Software	000 448 44 15 001	Voith	17/16 00
Software	000 448 45 15 001	Voith	17/16 00
Boot software	---	---	14/21 00
Diagnosis identifier	000201	Control unit variant	App_0201
Hardware model	CCM01T	Data status	NO_VALUE-1.30-1.36-1.42 -1.22-1.43-1.5-1.35-1.58-1.31

Fault	Text	Status												
07F097	The CAN message 'Status of dry clutch' from the control unit 'A5 (Transmission control (TCM) control unit)' is implausible.	S												
	<table> <tr> <th>Name</th><th>First occurrence</th><th>Last occurrence</th></tr> <tr> <td>Frequency counter</td><td>---</td><td>2.00</td></tr> <tr> <td>Main odometer reading</td><td>139680.00km</td><td>142208.00km</td></tr> <tr> <td>Operating cycle counter</td><td>---</td><td>32.00</td></tr> </table>	Name	First occurrence	Last occurrence	Frequency counter	---	2.00	Main odometer reading	139680.00km	142208.00km	Operating cycle counter	---	32.00	
Name	First occurrence	Last occurrence												
Frequency counter	---	2.00												
Main odometer reading	139680.00km	142208.00km												
Operating cycle counter	---	32.00												
07F185	The CAN message 'Requested gear' from the control unit 'A3 (Drive control (CPC) control unit)' is faulty.	S												
	<table> <tr> <th>Name</th><th>First occurrence</th><th>Last occurrence</th></tr> <tr> <td>Frequency counter</td><td>---</td><td>4.00</td></tr> <tr> <td>Main odometer reading</td><td>139680.00km</td><td>142208.00km</td></tr> <tr> <td>Operating cycle counter</td><td>---</td><td>32.00</td></tr> </table>	Name	First occurrence	Last occurrence	Frequency counter	---	4.00	Main odometer reading	139680.00km	142208.00km	Operating cycle counter	---	32.00	
Name	First occurrence	Last occurrence												
Frequency counter	---	4.00												
Main odometer reading	139680.00km	142208.00km												
Operating cycle counter	---	32.00												
07F1ED	Timeout error of a CAN message from control unit 'A5 (Transmission control (TCM) control unit)'	A												
07F1EE	Timeout error of a CAN message from control unit 'A5 (Transmission control (TCM) control unit)'	A												
07F1F0	Timeout error of a CAN message from control unit 'A5 (Transmission control (TCM) control unit)'	A												
07F1F3	Timeout error of a CAN message from control unit 'A5 (Transmission control (TCM) control unit)'	A												

A=CURRENT, S=STORED

CPC - Drive control (A3a)**-f-**

Model	Part number	Supplier	Version
Hardware	055 446 52 02 001	Bosch	22/09 00
Boot software	055 448 03 02 001	Bosch	20/08 00
Control unit software	055 448 36 02 001	Bosch	22/46 00
Data record	028 448 51 02 001	MB	21/44 00
Diagnosis identifier	023009	Control unit variant	App_3009
Hardware model	CPC501T	Transmission mode	Information can be found under tab 'Adaptations' in menu item '040 Transmission mode'.

Fault	Text	Status												
F90A07	The air filter is blocked.	S												
	<table> <tr> <th>Name</th><th>First occurrence</th><th>Last occurrence</th></tr> <tr> <td>Current main odometer reading</td><td>139360.00km</td><td>142912.00km</td></tr> <tr> <td>Operating cycle counter</td><td>---</td><td>4.00</td></tr> <tr> <td>Fault frequency</td><td>---</td><td>255.00</td></tr> </table>	Name	First occurrence	Last occurrence	Current main odometer reading	139360.00km	142912.00km	Operating cycle counter	---	4.00	Fault frequency	---	255.00	
Name	First occurrence	Last occurrence												
Current main odometer reading	139360.00km	142912.00km												
Operating cycle counter	---	4.00												
Fault frequency	---	255.00												
6F0012	The coolant level is too low.	S												
	<table> <tr> <th>Name</th><th>First occurrence</th><th>Last occurrence</th></tr> <tr> <td>Current main odometer reading</td><td>142720.00km</td><td>142720.00km</td></tr> <tr> <td>Operating cycle counter</td><td>---</td><td>8.00</td></tr> <tr> <td>Fault frequency</td><td>---</td><td>2.00</td></tr> </table>	Name	First occurrence	Last occurrence	Current main odometer reading	142720.00km	142720.00km	Operating cycle counter	---	8.00	Fault frequency	---	2.00	
Name	First occurrence	Last occurrence												
Current main odometer reading	142720.00km	142720.00km												
Operating cycle counter	---	8.00												
Fault frequency	---	2.00												
6F0001	The coolant level is too low.	S												
	<table> <tr> <th>Name</th><th>First occurrence</th><th>Last occurrence</th></tr> <tr> <td>Current main odometer reading</td><td>142720.00km</td><td>142720.00km</td></tr> <tr> <td>Operating cycle counter</td><td>---</td><td>8.00</td></tr> <tr> <td>Fault frequency</td><td>---</td><td>1.00</td></tr> </table>	Name	First occurrence	Last occurrence	Current main odometer reading	142720.00km	142720.00km	Operating cycle counter	---	8.00	Fault frequency	---	1.00	
Name	First occurrence	Last occurrence												
Current main odometer reading	142720.00km	142720.00km												
Operating cycle counter	---	8.00												
Fault frequency	---	1.00												

S=STORED

DCMD - Door module "Driver" (A16)

-✓-

Model	Part number	Supplier	Version
Hardware	960 446 17 32 001	Conti Temic	15/05 00
Software	960 448 19 32 001	Conti Temic	20/11 00
Boot software	---	---	09/31 00
Diagnosis identifier	00000B	Control unit variant	App_0011
Hardware model	DCMD01T		

DCMP - Door module "Front passenger" (A17)

-✓-

Model	Part number	Supplier	Version
Hardware	960 446 27 19 001	Conti Temic	15/05 00
Software	960 448 19 19 001	Conti Temic	20/11 00
Diagnosis identifier	00000B	Control unit variant	App_0011
Hardware model	DCMP01T		

EAPU - Electronic Air-Processing Unit (A18)

-f-

Model	Part number	Supplier	Version
Hardware	002 446 59 64 002	Knorr	23/18 00
Software	000 448 63 64 001	Knorr	22/19 01
Boot software	---	---	18/13 00
Diagnosis identifier	000309	Control unit variant	App_0309
Hardware model	EAPU03T		

Fault	Text	Status
E6F9EC	Fault in brake system	S

S=STORED

EBS - Electronic brake system (A10b)

-f-

Model	Part number	Supplier	Version
Hardware	001 446 32 36 001	Wabco Automotive	11/35 00
Software	001 448 49 36 002	Wabco Automotive	22/26 00
Boot software	---	---	16/16 00
Diagnosis identifier	000712	Control unit variant	App_0712
Hardware model	EBS01T	DSC Data status	0
DSC Version number	12673	DSC Week	22
DSC Year	22		

Fault	Text	Status
2AF0F3	Fault in CAN communication with component 'A18 (Electronic air processing unit (EAPU) control unit)'.	S

Name	First occurrence	Last occurrence
Frequency counter	---	1.00
Main odometer reading	142624.00km	142624.00km
Number of ignition cycles since the last occurrence of the fault	---	7.00

S=STORED

HVAC - Heating, ventilation and air conditioning (A12b)

-F-

Model	Part number	Supplier	Version
Hardware	960 446 97 28 001	Valeo	14/51 00
Software	000 448 52 28 001	Valeo	15/08 00
Boot software	---	---	10/33 00
Diagnosis identifier	00020E	Control unit variant	App_020E_Tempmatic
Hardware model	HVAC01T	Equipment 'Air conditioning'	PRESENT
Equipment 'Automatic air conditioning'	NOT PRESENT	Equipment 'Display'	NOT PRESENT
Equipment 'Stationary air conditioner'	NOT PRESENT	Equipment 'Auxiliary heating'	NOT PRESENT
Equipment 'Residual heat utilization'	NOT PRESENT	Equipment 'Air quality sensor'	NOT PRESENT
Equipment 'Economy'	PRESENT		

Fault	Text	Status
01F0E4	One of the electrical lines to component 'B32 (Vehicle interior temperature sensor)' has a short circuit to positive or open circuit.	A+S

Name	First occurrence	Last occurrence
Frequency counter	---	1.00
Main odometer reading	139200.00km	139200.00km

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Fault	Text	Status
	Name	First occurrence
	Last occurrence	
	Number of ignition cycles since the last occurrence of the fault	---
		0.00

A+S=CURRENT and STORED

ICUC - Instrument cluster (A1) -f-

Model	Part number	Supplier	Version
Hardware	013 446 51 21 001	Stoneridge	20/26 00
Software	032 448 98 21 002	Stoneridge	23/06 01
Software	036 448 89 21 001	MB	23/04 20
Software	037 448 34 21 001	MB	22/10 20
Software	026 448 61 21 001	MB	22/10 20
Software	024 448 57 21 001	MB	22/10 20
Software	036 448 90 21 001	MB	23/04 20
Software	---	---	22/01 01
Software	---	---	15/08 00
Boot software	---	---	21/37 01
Diagnosis identifier	000045	Control unit variant	APP_0045
Hardware model	ICUC01T	Serial number of control unit	23332-0176

Fault	Text	Status
1EFBFF	Signal or transmission error from control unit 'A7 (Advanced signal acquisition and actuation module (ASAM) control unit)'	S
	Name	First occurrence
	Last occurrence	
	Frequency counter	---
		34.00
	Main odometer reading	139408.00km
		142752.00km
	Number of ignition cycles since the last occurrence of the fault	---
		8.00
	Additional information	---
		00

S=STORED

MCM - Engine management (A4) -f-

Model	Part number	Supplier	Version
Hardware	002 446 50 35 001	Continental	19/17 01
Software	038 448 82 35 001	Continental	18/29 05
Data record	007 458 83 35 001	Continental	18/29 05
Diagnosis identifier	000BEF	Control unit variant	mcm_0x0BEF
Hardware model	MCM21T	CBF	21.0.540
ID code (serial number of control unit)	02B33383	Software module 'Release'	14
Software module 'Subrelease'	11	Software module 'Patch'	0
Software module 'Prototype'	5	Version of data record	R_M141105_3HM507S115
Engine number	473907C0882560	CAL-ID	2005020400030000
CVN (calibration verification number)	2D FA CD CA	Certification number	OM473LA.5-2-00
Theft protection	Immobilizer (FBS2)	Operating hours counter	6901.00h
Number of driving cycles	4667.00		

Fault	Text	Status
470A01	The intake air available to the combustion engine is insufficient.	S
	Name	First occurrence
	Last occurrence	
	Status of combustion engine	---
		Torque Demand
	Operating mode of combustion engine	---
		TM5: Standard operation mode (low NOX / high NOX)
	Engine speed - B600 (Crankshaft position sensor)	---
		1342.00 1/min
	Fuel temperature - B602 (Fuel temperature sensor)	---
		70.88°C
	Engine oil pressure - B604 (Oil pressure sensor)	---
		3.12bar
	Oil temperature - B605 (Engine oil fill level sensor)	---
		113.98°C
	Coolant temperature - B606 (Exhaust coolant temperature sensor)	---
		96.00°C
	Exhaust gas temperature	---
		0.00°C
	Boost pressure - B608 (Charge air pressure and temperature sensor in charge air pipe)	---
		0.72000bar
	Rpm of turbocharger 1 - B610 (Turbine wheel rpm sensor)	---
		67565.00 1/min
	Charge air temperature - B617 (Charge air temperature sensor in charge air housing)	---
		53.86°C
	Rail pressure - B622 (Rail pressure sensor)	---
		880.00bar
	Rail pressure (specified value)	---
		880.00bar
	Rail pressure variation	---
		0.00bar


DAIMLER TRUCK

Fault	Text		Status
	Name	First occurrence	Last occurrence
	Fuel pressure in metering device - B626 (Fuel pressure sensor (outlet))	---	Signal not available
	Fuel pressure in low-pressure fuel circuit - B638 (Fuel filter module pressure sensor)	---	8.96bar
	Current injection quantity / Injection quantity per cylinder	---	117.33mm ³ /st
	Currently injected fuel mass	---	0.00kg
	Current correction value for fuel flow rate in high-pressure fuel circuit	---	26.34L/h
	Pressure boost during the injection	---	1.81
	Calculated leakage value of high-pressure fuel circuit	---	1.00
	Ambient pressure	---	1.01000bar
	Ambient temperature	---	24.50°C
	Vehicle speed	---	14.00km/h
	Fill level of fuel tank	---	57.20%
	Actual current of quantity control valve	---	2.34150A
	Position of exhaust gas recirculation positioner (actual value)	---	5.76%
	Frequency counter "Opening of pressure limiting valve"	---	0.00
	Current engine torque	---	748.03Nm
	Immobilizer	---	Classic
	Status of torque limitation	---	Torque Limiter Requested and Not Active
	Warning lamp	---	MI_OFF
	Frequency counter 'Ignition cycle'	---	00 C8
	Fault type	---	22.00
	Additional information	---	1385.00
	Acceleration of cylinder 1	---	-1.00 1/min
	Acceleration of cylinder 2	---	-4.50 1/min
	Acceleration of cylinder 3	---	-5.50 1/min
	Acceleration of cylinder 4	---	-5.00 1/min
	Acceleration of cylinder 5	---	-6.00 1/min
	Acceleration of cylinder 6	---	-6.50 1/min
	Time [min] Fuel temperature > Threshold 1	---	0.00min
	Time [min] Fuel temperature > Threshold 2	---	0.00min
	Position of throttle valve actuator (actual value)	---	Signal not available
	Position of accelerator pedal	---	23.92%
	Preinjection 1	---	Disable
	Preinjection 2	---	Disable
	Main injection	---	Enable
	Post injection 1	---	Disable
	Post injection 2	---	Disable
	Post injection 3	---	Disable
	Post injection 4	---	Disable
	Injector voltage	---	43.90V
	Torque limitation by engine protection function	---	Not Activated
	Torque limitation	---	60.00%
	Battery voltage	---	28.42V
	Frequency counter	---	2.00
	Main odometer reading	142704.00km	142816.00km
	Number of ignition cycles since the last occurrence of the fault	---	2.00
	Number of operating hours	6890.00h	6895.00h
	Year	2025.00years	2025.00years
	Month	8.00months	8.00months
	Day	24.00day	25.00day
	hours	18.00h	2.00h
	minutes	10.00min	29.00min
	seconds	32.00SEC	6.00SEC
	Time elapsed [s] in status 'ACTIVE' of fault code	---	22022.00s
9B0104	The signal voltage of component 'B621 (Exhaust gas recirculation (AGR) differential pressure sensor)' is too low.		S
	Name	First occurrence	Last occurrence
	Status of combustion engine	---	Engine Stop


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Fault	Text	Status																																																																																																																																																																								
	<table> <tr> <th>Name</th><th>First occurrence</th><th>Last occurrence</th></tr> <tr> <td>Operating mode of combustion engine</td><td>---</td><td>TM5: Standard operation mode (low NOX / high NOX)</td></tr> <tr> <td>Engine speed - B600 (Crankshaft position sensor)</td><td>---</td><td>0.00 1/min</td></tr> <tr> <td>Fuel temperature - B602 (Fuel temperature sensor)</td><td>---</td><td>69.05°C</td></tr> <tr> <td>Engine oil pressure - B604 (Oil pressure sensor)</td><td>---</td><td>0.00bar</td></tr> <tr> <td>Oil temperature - B605 (Engine oil fill level sensor)</td><td>---</td><td>87.41°C</td></tr> <tr> <td>Coolant temperature - B606 (Exhaust coolant temperature sensor)</td><td>---</td><td>92.00°C</td></tr> <tr> <td>Exhaust gas temperature</td><td>---</td><td>0.00°C</td></tr> <tr> <td>Boost pressure - B608 (Charge air pressure and temperature sensor in charge air pipe)</td><td>---</td><td>1.04000bar</td></tr> <tr> <td>Rpm of turbocharger 1 - B610 (Turbine wheel rpm sensor)</td><td>---</td><td>0.00 1/min</td></tr> <tr> <td>Charge air temperature - B617 (Charge air temperature sensor in charge air housing)</td><td>---</td><td>79.09°C</td></tr> <tr> <td>Rail pressure - B622 (Rail pressure sensor)</td><td>---</td><td>16.00bar</td></tr> <tr> <td>Rail pressure (specified value)</td><td>---</td><td>0.00bar</td></tr> <tr> <td>Rail pressure variation</td><td>---</td><td>-16.00bar</td></tr> <tr> <td>Fuel pressure in metering device - B626 (Fuel pressure sensor (outlet))</td><td>---</td><td>Signal not available</td></tr> <tr> <td>Fuel pressure in low-pressure fuel circuit - B638 (Fuel filter module pressure sensor)</td><td>---</td><td>1.00bar</td></tr> <tr> <td>Current injection quantity / Injection quantity per cylinder</td><td>---</td><td>0.00mm³/st</td></tr> <tr> <td>Currently injected fuel mass</td><td>---</td><td>0.00kg</td></tr> <tr> <td>Current correction value for fuel flow rate in high-pressure fuel circuit</td><td>---</td><td>0.00L/h</td></tr> <tr> <td>Pressure boost during the injection</td><td>---</td><td>-1.00</td></tr> <tr> <td>Calculated leakage value of high-pressure fuel circuit</td><td>---</td><td>1.00</td></tr> <tr> <td>Ambient pressure</td><td>---</td><td>1.01000bar</td></tr> <tr> <td>Ambient temperature</td><td>---</td><td>27.50°C</td></tr> <tr> <td>Vehicle speed</td><td>---</td><td>0.00km/h</td></tr> <tr> <td>Fill level of fuel tank</td><td>---</td><td>59.20%</td></tr> <tr> <td>Actual current of quantity control valve</td><td>---</td><td>8.50mA</td></tr> <tr> <td>Position of exhaust gas recirculation positioner (actual value)</td><td>---</td><td>0.00%</td></tr> <tr> <td>Frequency counter "Opening of pressure limiting valve"</td><td>---</td><td>0.00</td></tr> <tr> <td>Current engine torque</td><td>---</td><td>0.00Nm</td></tr> <tr> <td>Immobilizer</td><td>---</td><td>Classic</td></tr> <tr> <td>Status of torque limitation</td><td>---</td><td>Torque Limiter Requested and Not Active</td></tr> <tr> <td>Warning lamp</td><td>---</td><td>MI_OFF</td></tr> <tr> <td>Frequency counter 'Ignition cycle'</td><td>---</td><td>00 C8</td></tr> <tr> <td>Fault type</td><td>---</td><td>244.00</td></tr> <tr> <td>Additional information</td><td>---</td><td>-1.00</td></tr> <tr> <td>Acceleration of cylinder 1</td><td>---</td><td>0.00 1/min</td></tr> <tr> <td>Acceleration of cylinder 2</td><td>---</td><td>0.00 1/min</td></tr> <tr> <td>Acceleration of cylinder 3</td><td>---</td><td>0.00 1/min</td></tr> <tr> <td>Acceleration of cylinder 4</td><td>---</td><td>0.00 1/min</td></tr> <tr> <td>Acceleration of cylinder 5</td><td>---</td><td>0.00 1/min</td></tr> <tr> <td>Acceleration of cylinder 6</td><td>---</td><td>0.00 1/min</td></tr> <tr> <td>Time [min] Fuel temperature > Threshold 1</td><td>---</td><td>0.00min</td></tr> <tr> <td>Time [min] Fuel temperature > Threshold 2</td><td>---</td><td>0.00min</td></tr> <tr> <td>Position of throttle valve actuator (actual value)</td><td>---</td><td>Signal not available</td></tr> <tr> <td>Position of accelerator pedal</td><td>---</td><td>0.00%</td></tr> <tr> <td>Preinjection 1</td><td>---</td><td>Disable</td></tr> <tr> <td>Preinjection 2</td><td>---</td><td>Disable</td></tr> <tr> <td>Main injection</td><td>---</td><td>Disable</td></tr> <tr> <td>Post injection 1</td><td>---</td><td>Disable</td></tr> <tr> <td>Post injection 2</td><td>---</td><td>Disable</td></tr> <tr> <td>Post injection 3</td><td>---</td><td>Disable</td></tr> <tr> <td>Post injection 4</td><td>---</td><td>Disable</td></tr> <tr> <td>Injector voltage</td><td>---</td><td>42.95V</td></tr> <tr> <td>Torque limitation by engine protection function</td><td>---</td><td>Not Activated</td></tr> <tr> <td>Torque limitation</td><td>---</td><td>60.00%</td></tr> <tr> <td>Battery voltage</td><td>---</td><td>24.38V</td></tr> </table>	Name	First occurrence	Last occurrence	Operating mode of combustion engine	---	TM5: Standard operation mode (low NOX / high NOX)	Engine speed - B600 (Crankshaft position sensor)	---	0.00 1/min	Fuel temperature - B602 (Fuel temperature sensor)	---	69.05°C	Engine oil pressure - B604 (Oil pressure sensor)	---	0.00bar	Oil temperature - B605 (Engine oil fill level sensor)	---	87.41°C	Coolant temperature - B606 (Exhaust coolant temperature sensor)	---	92.00°C	Exhaust gas temperature	---	0.00°C	Boost pressure - B608 (Charge air pressure and temperature sensor in charge air pipe)	---	1.04000bar	Rpm of turbocharger 1 - B610 (Turbine wheel rpm sensor)	---	0.00 1/min	Charge air temperature - B617 (Charge air temperature sensor in charge air housing)	---	79.09°C	Rail pressure - B622 (Rail pressure sensor)	---	16.00bar	Rail pressure (specified value)	---	0.00bar	Rail pressure variation	---	-16.00bar	Fuel pressure in metering device - B626 (Fuel pressure sensor (outlet))	---	Signal not available	Fuel pressure in low-pressure fuel circuit - B638 (Fuel filter module pressure sensor)	---	1.00bar	Current injection quantity / Injection quantity per cylinder	---	0.00mm ³ /st	Currently injected fuel mass	---	0.00kg	Current correction value for fuel flow rate in high-pressure fuel circuit	---	0.00L/h	Pressure boost during the injection	---	-1.00	Calculated leakage value of high-pressure fuel circuit	---	1.00	Ambient pressure	---	1.01000bar	Ambient temperature	---	27.50°C	Vehicle speed	---	0.00km/h	Fill level of fuel tank	---	59.20%	Actual current of quantity control valve	---	8.50mA	Position of exhaust gas recirculation positioner (actual value)	---	0.00%	Frequency counter "Opening of pressure limiting valve"	---	0.00	Current engine torque	---	0.00Nm	Immobilizer	---	Classic	Status of torque limitation	---	Torque Limiter Requested and Not Active	Warning lamp	---	MI_OFF	Frequency counter 'Ignition cycle'	---	00 C8	Fault type	---	244.00	Additional information	---	-1.00	Acceleration of cylinder 1	---	0.00 1/min	Acceleration of cylinder 2	---	0.00 1/min	Acceleration of cylinder 3	---	0.00 1/min	Acceleration of cylinder 4	---	0.00 1/min	Acceleration of cylinder 5	---	0.00 1/min	Acceleration of cylinder 6	---	0.00 1/min	Time [min] Fuel temperature > Threshold 1	---	0.00min	Time [min] Fuel temperature > Threshold 2	---	0.00min	Position of throttle valve actuator (actual value)	---	Signal not available	Position of accelerator pedal	---	0.00%	Preinjection 1	---	Disable	Preinjection 2	---	Disable	Main injection	---	Disable	Post injection 1	---	Disable	Post injection 2	---	Disable	Post injection 3	---	Disable	Post injection 4	---	Disable	Injector voltage	---	42.95V	Torque limitation by engine protection function	---	Not Activated	Torque limitation	---	60.00%	Battery voltage	---	24.38V	
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Fuel pressure in metering device - B626 (Fuel pressure sensor (outlet))	---	Signal not available																																																																																																																																																																								
Fuel pressure in low-pressure fuel circuit - B638 (Fuel filter module pressure sensor)	---	1.00bar																																																																																																																																																																								
Current injection quantity / Injection quantity per cylinder	---	0.00mm ³ /st																																																																																																																																																																								
Currently injected fuel mass	---	0.00kg																																																																																																																																																																								
Current correction value for fuel flow rate in high-pressure fuel circuit	---	0.00L/h																																																																																																																																																																								
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Time [min] Fuel temperature > Threshold 1	---	0.00min																																																																																																																																																																								
Time [min] Fuel temperature > Threshold 2	---	0.00min																																																																																																																																																																								
Position of throttle valve actuator (actual value)	---	Signal not available																																																																																																																																																																								
Position of accelerator pedal	---	0.00%																																																																																																																																																																								
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Battery voltage	---	24.38V																																																																																																																																																																								

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Fault	Text		Status
	Name	First occurrence	Last occurrence
	Frequency counter	---	4.00
	Main odometer reading	142720.00km	142720.00km
	Number of ignition cycles since the last occurrence of the fault	---	7.00
	Number of operating hours	6890.00h	6890.00h
	Year	2025.00years	2025.00years
	Month	8.00months	8.00months
	Day	24.00day	24.00day
	hours	19.00h	19.00h
	minutes	12.00min	21.00min
	seconds	38.00SEC	36.00SEC
	Time elapsed [s] in status 'ACTIVE' of fault code	---	523.00s
2CF0EE	There is a loose contact at the sensors in electric circuit 1.		S 
	Name	First occurrence	Last occurrence
	Status of combustion engine	---	Torque Demand
	Operating mode of combustion engine	---	TM5: Standard operation mode (low NOX / high NOX)
	Engine speed - B600 (Crankshaft position sensor)	---	1469.00 1/min
	Fuel temperature - B602 (Fuel temperature sensor)	---	55.39°C
	Engine oil pressure - B604 (Oil pressure sensor)	---	3.68bar
	Oil temperature - B605 (Engine oil fill level sensor)	---	89.20°C
	Coolant temperature - B606 (Exhaust coolant temperature sensor)	---	91.00°C
	Exhaust gas temperature	---	0.00°C
	Boost pressure - B608 (Charge air pressure and temperature sensor in charge air pipe)	---	3.16000bar
	Rpm of turbocharger 1 - B610 (Turbine wheel rpm sensor)	---	103535.00 1/min
	Charge air temperature - B617 (Charge air temperature sensor in charge air housing)	---	63.45°C
	Rail pressure - B622 (Rail pressure sensor)	---	944.00bar
	Rail pressure (specified value)	---	944.00bar
	Rail pressure variation	---	0.00bar
	Fuel pressure in metering device - B626 (Fuel pressure sensor (outlet))	---	Signal not available
	Fuel pressure in low-pressure fuel circuit - B638 (Fuel filter module pressure sensor)	---	8.72bar
	Current injection quantity / Injection quantity per cylinder	---	325.30mm^3/st
	Currently injected fuel mass	---	0.00kg
	Current correction value for fuel flow rate in high-pressure fuel circuit	---	8.22L/h
	Pressure boost during the injection	---	0.87
	Calculated leakage value of high-pressure fuel circuit	---	1.00
	Ambient pressure	---	1.01000bar
	Ambient temperature	---	24.00°C
	Vehicle speed	---	31.00km/h
	Fill level of fuel tank	---	55.20%
	Actual current of quantity control valve	---	1.88700A
	Position of exhaust gas recirculation positioner (actual value)	---	3.20%
	Frequency counter "Opening of pressure limiting valve"	---	0.00
	Current engine torque	---	2.40158kNm
	Immobilizer	---	Classic
	Status of torque limitation	---	Torque Limiter Requested and Not Active
	Warning lamp	---	MI_OFF
	Frequency counter 'Ignition cycle'	---	00 C8
	Fault type	---	245.00
	Additional information	---	8.00
	Acceleration of cylinder 1	---	35.50 1/min
	Acceleration of cylinder 2	---	30.50 1/min
	Acceleration of cylinder 3	---	28.00 1/min
	Acceleration of cylinder 4	---	30.00 1/min
	Acceleration of cylinder 5	---	23.00 1/min
	Acceleration of cylinder 6	---	26.00 1/min
	Time [min] Fuel temperature > Threshold 1	---	0.00min

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Fault	Text			Status
	Name	First occurrence	Last occurrence	
	Time [min] Fuel temperature > Threshold 2	---	0.00min	
	Position of throttle valve actuator (actual value)	---	Signal not available	
	Position of accelerator pedal	---	87.45%	
	Preinjection 1	---	Disable	
	Preinjection 2	---	Disable	
	Main injection	---	Enable	
	Post injection 1	---	Disable	
	Post injection 2	---	Disable	
	Post injection 3	---	Disable	
	Post injection 4	---	Disable	
	Injector voltage	---	41.40V	
	Torque limitation by engine protection function	---	Not Activated	
	Torque limitation	---	60.00%	
	Battery voltage	---	28.32V	
	Frequency counter	---	49.00	
	Main odometer reading	142720.00km	142928.00km	
	Number of ignition cycles since the last occurrence of the fault	---	1.00	
	Number of operating hours	6890.00h	6901.00h	
	Year	2025.00years	2025.00years	
	Month	8.00months	8.00months	
	Day	24.00day	25.00day	
	hours	21.00h	9.00h	
	minutes	3.00min	50.00min	
	seconds	13.00SEC	45.00SEC	
	Time elapsed [s] in status 'ACTIVE' of fault code	---	32846.00s	
9B0103	The signal voltage of component 'B621 (Exhaust gas recirculation (AGR) differential pressure sensor)' is too high.			S 
	Name	First occurrence	Last occurrence	
	Status of combustion engine	---	Torque Demand	
	Operating mode of combustion engine	---	TM5: Standard operation mode (low NOX / high NOX)	
	Engine speed - B600 (Crankshaft position sensor)	---	1242.00 1/min	
	Fuel temperature - B602 (Fuel temperature sensor)	---	64.48°C	
	Engine oil pressure - B604 (Oil pressure sensor)	---	2.56bar	
	Oil temperature - B605 (Engine oil fill level sensor)	---	114.39°C	
	Coolant temperature - B606 (Exhaust coolant temperature sensor)	---	97.00°C	
	Exhaust gas temperature	---	0.00°C	
	Boost pressure - B608 (Charge air pressure and temperature sensor in charge air pipe)	---	2.24000bar	
	Rpm of turbocharger 1 - B610 (Turbine wheel rpm sensor)	---	78240.00 1/min	
	Charge air temperature - B617 (Charge air temperature sensor in charge air housing)	---	62.66°C	
	Rail pressure - B622 (Rail pressure sensor)	---	736.00bar	
	Rail pressure (specified value)	---	752.00bar	
	Rail pressure variation	---	16.00bar	
	Fuel pressure in metering device - B626 (Fuel pressure sensor (outlet))	---	Signal not available	
	Fuel pressure in low-pressure fuel circuit - B638 (Fuel filter module pressure sensor)	---	8.57bar	
	Current injection quantity / Injection quantity per cylinder	---	126.84mm^3/st	
	Currently injected fuel mass	---	0.00kg	
	Current correction value for fuel flow rate in high-pressure fuel circuit	---	-0.19L/h	
	Pressure boost during the injection	---	1.78	
	Calculated leakage value of high-pressure fuel circuit	---	1.00	
	Ambient pressure	---	1.01000bar	
	Ambient temperature	---	23.50°C	
	Vehicle speed	---	39.00km/h	
	Fill level of fuel tank	---	55.20%	
	Actual current of quantity control valve	---	2.42650A	
	Position of exhaust gas recirculation positioner (actual value)	---	3.20%	
	Frequency counter "Opening of pressure limiting valve"	---	0.00	
	Current engine torque	---	787.40Nm	

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Fault	Text		Status
	Name	First occurrence	Last occurrence
	Immobilizer	---	Classic
	Status of torque limitation	---	Torque Limiter Requested and Not Active
	Warning lamp	---	MI_ON
	Frequency counter 'Ignition cycle'	---	00 C8
	Fault type	---	245.00
	Additional information	---	-1.00
	Acceleration of cylinder 1	---	21.00 1/min
	Acceleration of cylinder 2	---	16.50 1/min
	Acceleration of cylinder 3	---	17.50 1/min
	Acceleration of cylinder 4	---	15.50 1/min
	Acceleration of cylinder 5	---	13.50 1/min
	Acceleration of cylinder 6	---	15.50 1/min
	Time [min] Fuel temperature > Threshold 1	---	0.00min
	Time [min] Fuel temperature > Threshold 2	---	0.00min
	Position of throttle valve actuator (actual value)	---	Signal not available
	Position of accelerator pedal	---	27.84%
	Preinjection 1	---	Disable
	Preinjection 2	---	Disable
	Main injection	---	Enable
	Post injection 1	---	Disable
	Post injection 2	---	Disable
	Post injection 3	---	Disable
	Post injection 4	---	Disable
	Injector voltage	---	39.75V
	Torque limitation by engine protection function	---	Not Activated
	Torque limitation	---	60.00%
	Battery voltage	---	28.32V
	Frequency counter	---	15.00
	Main odometer reading	142720.00km	142928.00km
	Number of ignition cycles since the last occurrence of the fault	---	1.00
	Number of operating hours	6890.00h	6901.00h
	Year	2025.00years	2025.00years
	Month	8.00months	8.00months
	Day	24.00day	25.00day
	hours	21.00h	10.00h
	minutes	7.00min	26.00min
	seconds	54.00SEC	27.00SEC
	Time elapsed [s] in status 'ACTIVE' of fault code	---	33955.00s

S=STORED

MS - Maintenance system (A2 a3)

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Model	Part number	Supplier	Version
Hardware	001 446 19 27 001	Bosch	15/33 02
Software	001 448 19 27 003	Bosch	22/10 02
Diagnosis identifier	000110	Control unit variant	App_0116
Hardware model	MS01T		

TCC - Truck Control Center (A9)

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Model	Part number	Supplier	Version
Hardware	001 446 15 62 004	Bosch	22/15 11
Software	003 448 44 62	Bosch	21/48 01
Boot software	---	---	21/48 01
Diagnosis identifier	000708	Control unit variant	App_0708
Hardware model	TCC01T		

DAIMLER TRUCK

TCM - Transmission control (A5f) -✓-

Model	Part number	Supplier	Version
Hardware	060 446 02 09 002	Wabco Automotive	21/30 00
Software	060 448 04 09 002	Wabco Automotive	22/04 02
Boot software	---	---	21/46 00
Diagnosis identifier	000D03	Control unit variant	App_0D03
Hardware model	TCM05T	Software version	213404
Transmission variant	G280-16		

XMC - SAM with additional functions (A22) -✓-

Model	Part number	Supplier	Version
Hardware	000 446 55 46 001	Bosch	17/24 00
Software	001 448 00 46 002	Bosch	22/16 00
Software	---	---	20/33 00
Boot software	---	---	20/33 00
Diagnosis identifier	00010E	Control unit variant	App_010E
Hardware model	XMC01T		